SPECIAL MESSAGE ON PANAMA CANAL

President Roosevelt Transmits His Views to Congress.

TREATY SHOULD BE RATIFIED

Says There Was No Complicity on Part of This Government in Revolution -Charges Colombia with Greed -All Interests Demand Canal.

Washington, Jan. 4.—President Roosevelt's special message to congress on the subject of the Panama canal treaty treats largely of the Panama rebellion, the incidents leading up to it and the part of the United States in it.

He refers to the previous legislation authorizing the president to conclude a treaty with Colombia for the building of the canal, and if after a reasonable lapse of time it was found impossible to secure the necessary territory from Colombia to revert to the Nicaraguan route for the construction of the canal. The later alternative, he says, is now unnecessary, as the control of the necessary territory at Panama has been secured. Referring to the rejection of the treaty with Colombia by that nation, he says:

"This act marked the climax of the effort on the part of the United States to secure, so far as legislation was concerned, an interoceanic canal across the 1sthmus. The effort to secure a treaty for this purpose with one of the Central American republics did not stand on the same footing with the effort to secure a treaty under any ordinary conditions.

"Under the Hay-Pauncefote treaty it was explicitly provided that the United States should control, police and protect the canal which was to be built, keeping it open for the vessels of all nations on equal terms. The Chited States thus assumed the position of guarantor of the canal and or its peaceful use by all the world. The guaranty included as a matager of course the building of the canal. The enterprise was recognized as responding to an international need; and it would be the veriest travesty, on right and justice to treat the governments in possession of the isthmus as having the right to close the gates of intercourse on the great highways of the world, and justify the act by the arctension that these aveto close the gates of intercourse on the great highways of the world, and justify the act by the pretension that these avenues of trade and travel belong to them and that they choose to shut them."

Position of United States.

"When this government submitted to Colombia the Hay-Herran treaty three things were, therefore, already settled:
"One was that the canal should be built. The time for delay, the time for permitting the attempt to be made by private enterprise, the time for permitting any government of anti-social spirit and of imperfect development to bar the work, was past. The United States had assumed in connection with the canal certain reof imperfect development to bar the work, was past. The United States had assumed in connection with—the canal certain responsibilities not only to its own people, but to the civilized world, which imperatively demanded that there should no longer be delay in beginning the work. "Second—While it was settled that the canal should be built without unnecessary or improper delay, it was no less clearly shown to be our purpose to deal not merely in a spirit of justice but in a spirit of generosity with the people through whost land we might build it. The Hay-Herran treaty, if it erred at all, erred in the direction of an over-generosity towards the Colombian government. In our anxiety to be fair we had gone to the very verge in yielding to a weak nation's demands what that nation was helplessiy unable to enforce from us against our will. The only criticisms made upon the administration for the terms of the Hay-Herran treaty were for having granted too much to Colombia, not for failure to grant enough. Neither in the congress nor inthe public press, at the time that this treaty was formulated, was there complaint that it did not in the fullest and amplest manner guarantee to Colombia everything that she could by any color of title demand. everything that she could by any color of itle demand.

"Nor is the fact to be lost sight of that the rejected treaty, while generously re-sponding to the pecuniary demands of Co-lombia, in other respects merely provided for the construction of the canal in conthe rejected treaty, while generously responding to the pecuniary demands of Colombia, in other respects merely provided for the construction of the canal in conformity with the express requirements of the act of the congress of June 28, 1902. By that act, as heretofore quoted, the president was authorized to acquire from Colombia, for the purposes of the canal, 'perpetual control' of a, certain strip of land; and it was expressly required that the 'control' thus to be obtained should include 'jurisdiction' to make police and sanitary regulations and to establish such judicial tribunals as might be agreed on for their enforcement. These were conditions precedent prescribed by the congress; and for their fullfillment suitable stipulations were embodied in the treaty. It has been stated in public prints that Colombia objected to these stipulations, on the ground that they involved a relinquishment of her 'sovereignty;' but in the light of what has taken place, this alleged objection must be considered as an afterthought. In reality, the treaty, instead of requiring a cession of Colombia's sovereignty over the canal strip, expressly acknowledged, confirmed, and preserved her sovereignty over it. The treaty in this respect simply proceeded on the lines on which all the negotiations leading up to the present-situation have been conducted. In those negotiations the exercise by the United States, subject to the paramount rights of the local sovereign, of a substantial control over the canal and the immediately adjacent territory, has been treated as a fundamental part of any arrangement that might be made. It has formed an essential feature of all our plans, and its necessity is fully recognized in the Hay-Pauneefote treaty. The congress, in providing that such control should be secured, adopted no new principle, but only incorporated in its legislation a condition the importance and propriety of which were universally recognized. During all the years of negotiation and discussion that preceded the conclusion of the H

transit of the world's traffic across the isthmus.

That the canal itself was eagerly demanded by the people of the locality through which it was to pass, and that the people of this locality no less eagerly longed for its construction under American control, are shown by the unanimity of action in the new Panama republic. Furthermore, Colombia, after having rejected the treaty in spite of our protests and warnings when it was in her power to accept it, has since shown the utmost eagerness to accept the same treaty if only the status quo could be restored. One of the men standing highest in the official circles of Colombia, on November 6, addressed the American minstored. One of the men standing highest in the official circles of Colombia, on November 6. addressed the American minister at Bogota, saying that if the government of the United States would land troops to preserve Colombian sovereignty and the transit, the Colombian government would 'declare martial law; and, by virtue of vested constitutional authority, when public order is disturbed, [would] approve by decree the ratification of the canal treaty as signed; or, if the government of the United States prefers, [would] call extra session of the congress—with new and friendly members—next May to approve the treaty. Having these facts in view, there is no shadow of question that the government of the United States proposed a treaty which was not merely just, but generous to Colombia, which our people regarded as erring, if at all, on the side of overgenerosity; which was hailed with delight by the people of the immediate locality through which the canal was to pass, who were most concerned as to the new order of things, and which the Colombian authorities now recognize as be-

the republic granting the title was called New Granada, Colombia or Panama mattered not one whit. As events turned out, the question of 'reasonable time' did not enter into the matter at all. Although, as the months went by, it became increasingly improbable that the Colombian congress would ratify the treaty or take steps which would be equivalent thereto, yet all chance for such action on their part did not vanish until the congress closed at the end of October: and within three days thereafter the revolution in Panama had broken out. Panama became an independent state, and the control of the territory necessary for building the canal then became obtainable. The condition under which alone we could have gone to Nicaragua thereby became impossible of fulfillment. If the pending treaty with Panama should not be ratified by the senate, this would not alter the fact that we could not go to Nicaragua. The congress has decided the route, and there is no alternative under existing legislation."

The president says that after the failure of the Colombian congress to ratify the treaty it seemed that the government would have to go to the Nicaragua route, and that he had made the original draft of his message to convess along that line. This was one of three alternatives that confronted the government. Another was that the peoule of Panama might take the protection of

alternatives that confronted the government. Another was that the people of Panama might take the protection of their own interests into their own hands and establism a government competent and willing to do its share in the construction of the canal. This is what occurred, and made the reverting to the Nicaraguan route unnecessary, and, in fact, impossible under the authority of the president as vested in him by the action of congress.

Report of Commander Hubbard.

Report of Commander Hubbard.

The president emphatically denies that this government had any hand in the instigating of this revolution. He knew, as all the world did, that such was imminent, and the navy department took necessary measures to protect American interests, but nothing further. He gives copies of the orders sent to commanding officers of American warships, and their various reports upon the situation. He charges Colombia with virtually making war upon the United States at Colon, and quotes the report of Commander Hubbard of the Nashville, dated November 5, to sustain this charge. In this report Commander Hubbard says, in part:

"Priding a complete report of the occurrences of the last three days in Colon, Colombia, I most respectfully invite the department's attention to those of the date of Wednesday, November 4, which amounted to practically the making of war against the United States by the officer in command of the Colombian troops in Colon. At one o'clock p. m. on that date I was summoned on shore by a preconcerted signal, and on landing met the United States consul, vice consul and Col. Shaler, the general superintendent of the Panama railroad. The consul informed me that he had received notice from the officer commanding the Colombian troops, Col. Torres, through the prefect of Colon, to the effect that if the Colombian officers, Gens. Tobal and Amaya, who had been selzed in Panama on the evening of the 3d of November by the independents and held as prisoners, were not released by two o'clock p. m. he, Torres, would open fire on the town of Colon and kill every United States citizen in the place, and my advice and action were requested. I advised that all the United States citizens should take refuge in the shed of the Panama Railroad company, a stone building susceptible of being put into good state for defense, and that I would immediately land such body of men, with extra arms for arming the citizens, as the complement of the ship would permit. This was agreed to and I immediately given, of the ship would permif. This was agreed to and I immediately returned on board, arriving at 1:15 p. m. The order for landing was immediately given, and at 1:30 p. m. the boats left the ship with a party of 42 men under the command of Lieut. Commander H. M. Witzel, with Midshipman'J. P. Jackson as second in command. Time being pressing, I gave verbal orders to Mr. Witzel to take the building above referred to, to put it into the best state of defense possible, and protect the lives of the citizens assembled there—not firing unless fired upon. * * * The Colombians surrounded the building of the railroad company almost immediately after we had taken possession, and for about one and a half hours their attitude was most threatening, it being seemingly their purpose to provoke an attack. Happily our men were cool and steady, and while the tension was very great no shot was fired. At about 3:15 p. m. Col. Torres came into the building for an interview and expressed himself as most friendly to Americans, claiming that the whole affair was a missapprep. m. Col. Torres came into the building for an interview and expressed himself as most friendly to Americans, claiming that the whole affair was a misapprehension and that he would like to send the alcalde of Colon to Panama to see Gen. Tobal and have him direct the discontinuance of the show of force. A special train was furnished and safe conduct guaranteed. At about 5:30 p. m. Col. Torres made the proposition of withdrawing his troops to Monkey Hill, if I would withdraw the Nashville's force and leave the town in possession of the police until the return of the alcalde on the morning of the 5th. After an interview with the United States consul and Col. Shaler as to the probability of good faith in the matter, I decided to accept the proposition and brought my men on board, the disparity in numbers between my force and that of the Colombians, nearly ten to one, making me desirous of avoiding a conflict so long as the object in view, the protection of American citizens, was not imperiled.

"I am positive that the determined attinde of our men their coalness and at at tinde of our men their coalness and at at tinde of our men their coalness and at at tinde of our men their coalness and at at tinde of our men their coalness and at at tinde of our men their coalness and at at tinde of our men their coalness and at the coalness and at tinde of our men their coalness and at the coalness and at tinde of our men their coalness and at the coalness and

'I am positive that the determined at-"I am positive that the determined attitude of our men, their coolness and evident intention of standing their ground, had a most salutary and decisive effect on the immediate situation and was the initial step in the ultimate abandoning of Colon by these troops and their return to Cartagena the following day.

"I feel that I cannot sufficiently strongly represent to the department the grossness of this outrage and the insult to our dignity, even apart from the savagery of the threat."

In view of the reports of the various naval officers in Panama waters the presi-dent concludes "that, instead of there hav-ing been too much provision by the Amering been too much provision by the American government for the maintenance of order and the protection of life and property on the isthmus, the orders for the movement of the American warships had been too long delayed; so long, in fact, that there were but 42 marines and sallors available to land and protect the lives of American men and women. It was only the coolness and gallantry with which this little band of men wearing the American uniform faced ten times their number of armed foes, bent on carrying out the atroclous threat of the Colombian commander, that prevented a murdereus catastroclous threat of the Colombian commander, that prevented a murderous catastrophe. At Panama, when the revolution broke out, there was no American manof-war and no American troops or sailors. At Colon, Commander Hubbard acted with entire impartiality towards both sides, preventing any movement, whether by the Colombians or the Panamans, which would tend to produce bloodshed. On November 9 he prevented a body of the revolutionists from landing at Colon."

ing so good that they are willing to promise its unconditional ratification if only will be its unconditional ratification if only will be its unconditional ratification if only will be will

Reasons for Ratification.

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He reviews these reasons at considerable length and justifies the speedy recognition on either and all of them. He reters to precedents to show that treaties concluded with one nation are binding upon the successors of that nation, thus the treaty of 1846 with New Granada was transferred first to Colombia and row to Panama. Of the second reason he says:

"This recognition was, in the second place, further justified by the highest considerations of our national interests and safety. In all the range of our international relations, I do not hesitate to affirm that there is nothing of greater or more pressing importance than the construction of an interoceanic canal. Long acknowledged to be essential to our commercial development, it has become, as the result of the recent extension of our territorial dominion, more tran ever essential to our national self-defense.

In the light of our present situation, the establishment of easy and speedy communication by sea between the Atlantic and the Pacine presents itself not simply as something to be desired, but as an object to be positively and promptly attained. Reasons of convenience have been superseded by reasons of vital recessity, which do not admit of indefinite delays. In the same connection he charges Colombia with attempting to so detay the ratification of any canal treaty as to place that government in a position not only to secure the \$10,000,000 offered it as compensation by this government, but fo secure the \$40,000,000 promised the Panama Canal company for its franchise and rights as well. By waiting until October 31, 1904, the franchise of the Panama company would have expired, and the Colombian government be in a position to demand of the United States the payment to that government of both sums. In this connection he says:

"Such is the scheme to which it was proposed that the United States the payment to that government of both sums. In this connection he says:

to that government of both sums. In this connection he says:

"Such is the scheme to which it was proposed that the United States should be invited to become a party. The construction of the canal was to be relegated to the indefinite future, while Colombia was, by reason of her own delay, to be placed in the 'more advantageous' position of claiming not merely the compensation to be paid by the United States for the privilege of completing the canal, but also the \$40,000,000 authorized by the act of 1902 to be paid for the property of the New Panama Canal company. That the attempt to carry out this scheme would have brought Colombia into conflict with the government of France cannot be doubted; nor could the United States have counted upon immunity from the consequences of the attempt, even apart from the indefinite delays to which the construction of the canal was to be subjected. On the first appearance of danger to Colombia, this government of the treaty of 1846; and all this in support of a plan which, while characterized in its first stage by the wanton disregard of our own highest interest in serious property of the canal was to be a plan which, while characterized in its first stage by the wanton disregard of our own highest interest in the serious plans which whose enormous losses in their generous efforts to izers of a friendly nation, whose enormous losses in their generous efforts to pierce the isthmus have become a matter of history."

Of the third reason for speedy recognition the president says in part:
"In the third place, I confidently mainnition the president says in part:

"In the third place, I confidently maintain that the recognition of the republic of Panama was an act justified by the interests of collective civilization. If ever a government could be said to have received a mandate from civilization to effect an object the accomplishment of which was demanded in the interest of mankind, the United States holds that position with regard to the interceased canal. Since our purpose to build the canal was definitely announced, there have come from all quarters assurances of approval and encouragement, in which even Colombia herself at one time participated; and to general assurances were added specific acts and declarations. In order that no obstacle might stand in our way. Great Britain renounced important rights under the Clayton-Bulwer treaty and agreed to its abrogation, receiving in return nothing but our honorable pledge to build the canal and protect it as an open highway. open highway.

Justified by Collective Civilization. Justified by Collective Civilization.

"That our position as the mandatary of civilization has been by no means inisconceived is shown by the promptitude with which the powers have, one after another, followed our lead in recognizing Panama as an independent state. Our action in recognizing the new republic has been followed by like recognition on the part of France, Germany, Denmark, Russia, Sweden and Norway, Nechas Peru, China, Cuba, Great Britain, Italy, Costa Rica, Japan and Austria-Hungary.

"In view of the manifold considerations of treaty right and obligation, of national

Peru, China, Cuba, Great Britain, Italy, Costa Rica, Japan and Austria-Hungary.

"In view of the manifold considerations of treaty right and obligation, of national interest and safety, and of collective civilization, by which our government constrained to act, I am at a loss to comprehend the attitude of those who can discern in the reognition of the republic of Panama only a genera, approval of the principle of 'revolution' by which a given government is overcurned or one portion of a country separated from another. Only the amplest justification can warrant a revolutionary movement of either kind. But there no fixed rule which can be applied to all such movements. Each case must be judged on its own merits. There were many revolutionary movements, many movements for the dismemberment of countries, which were evil, tried by any standard. But in my opinion no desinterested and fair minded observer acquainted with the circumstances can fail to feel that Panama had the amplest justification for separation from Colombia under the conditions existing, and, moreover, that its action was in the highest degree beneficial to the interests of the entire civilized world by securing the immediate opportunity for the building of the interoceanic canal. * * The people of the isthmus, and as I firmly believe of the adjacent parts of Central and South America, will be greatly benefited by the building of the canal and the guarantee of peace and order along its line; and hand in hand with the benefit to them will go the benefit to us and to mankind. By our prompt and descent parts of Central and South America, will be greatly benefited by the building of the canal and the guarantee of peace and order along its line; and hand in hand with the benefit to them will go the benefit to us and to mankind. By our prompt and descent parts of Central and those of the world at large been conserved, but we have forestalled complications which were likely to be fruitful in loss to ourselves, and in bloodshed and suffering to the people of of-war and no American manof-war and no American manof-war and no American troops or sailors. At Colon, Commander Hubbard acted with entire impartiality towards both sides, preventing any movement, whether by the Colombians or the Panamans, which would tend to produce bloodshed. On November 9 he prevented a body of the revolutionists from landing at Colon."

No Complicity in Revolution.

Referring to the charges of complicity of this government in the revolution the president says:

"I hesitate to refer to the injurious in simulations which have been made of complicity by this government in the revolutionary movement in Panama. They are as destitute of foundation as of propriety. The only excuse is: my mentioning them is the fear lest unthinking persons might mistake for acquiescence the silence of mere self-respect. I think proper to say, therefore, that no one connected with this government had any part in preparing, inciting or encouraging the late revolution on the Isthmus of Panama, and that save from the reports of our military and naval."

Cations which were likely to be fruitful in loss to ourselves, and in bloodshed and suffering to the people of the resthmus. "Instead of using our forces, as we were invited by Colombia to do, for the twofold purpose of defeating our own rights and interests and the interests and the interests and the visit my fights and interests and the interests and the visit my fights and interests and the interests and the visit my fights and interests and the interests and the interests and the visit my fights and interests and the interests and the visit my fights and interests and the interests and the visit my fights and interests and the interests and the visit my fights and in

morning, and will lie in state there until noon, to be viewed by his old friends and citizens generally. Shortly after noon the funeral services will be begun. At the conclusion of these services the march to the cemetery will be formed, and the interment will be with full military honors. The last rites will be conducted according to the formula of the Catholic church, of which Gen. Longstreet was a member.

Among the honorary pall-bearers will be Gov. J. M. Terrell, of Georgia; Mayor Evan P. Howell, of Atlanta; Gen. John B. Gordon, former Gov. Candler, Chief Justice Simmons, Adjt. Gen. C. A. Evans, Gen. W. A. Wright and Capt. John W. Lindsay.

DEATH OF GEN. MOFFIT.

He Was a Prominent Figure in the Civil War.

Plattsburgh, N. Y., Jan. 4.-Gen. Stephen Moffit, one of the most prominent men in Northern New York, died at his residence near this city Sunday. Gen. Meffit was born in Clintonville, N. Y., in 1837. When the civil war broke out he was the first man to enlist in the 96th volunteer regiment. He was colonel of the regiment in 1865, later being breveted brigadier general. He served on Gen. Wessell's and Gen. Gibbon's staffs at various times during the war and was provost marshal of the 24th army corps from its organization to the close of the war. He lost a leg at the battle of Fair Oaks October 27, 1864, while carrying a wounded private from the field. At the battle of Plymouth, April 16, 1864, he was captured and sent to Libby prison and later to prisons at Macon and Danville, Ga. Gen. Moffit had held many important public offices.

A BROKEN RAIL.

It Caused the Death of Two Persons and Injury to Many Others.

Baltimore, Md., Jan. 4.-A broken rail caused the derailment of three cars of an east-bound passenger train on the Western Maryland railroad Sunday, causing the death of two persons and the serious injury of a number of other passengers and trainmen, the number of injured being placed at 30. The ladies' coach, which was the last of the train, rolled over and over down the mountain side, a distance of 80 feet, and landed bottom upward The accident occured near Blue Mountain House station, 15 miles east of Hagerstown, Md.

Katherine Sener, 8 years cld, daughter of a Baltimore newspaper man, died in the arms of the conductor after being taken from the wrecked car. An unknown woman was so wedged in the wreckage that her dead body is unrecognizable. It is thought that she was Mrs. E. E. Roy, or Foy, of Philadelphia. She was about 35 years old. Mrs. Sener, mother of the dead child, is probably fatally injured. Her son, six year old, was seriously injured.

FOR THE EXPOSITION.

A Fine Exhibit of Serves China and Porcelains.

Paris, Jan. 3 .- A fine exhibit of Serves china and porcelains of exquisite design and colorings are being arranged for the St. Louis exposition. In addition a number of bisques will be shown there, including La Roche's "The New Year," and "The Days and the Four Seasons;" Dubois "Meditations," Carlos' "The Youth," Roussel's "The Star and the Shepherd," Puech's "The President of the Republic," and Houdon's "Lafayette."

The Typhoid Fever Plague.

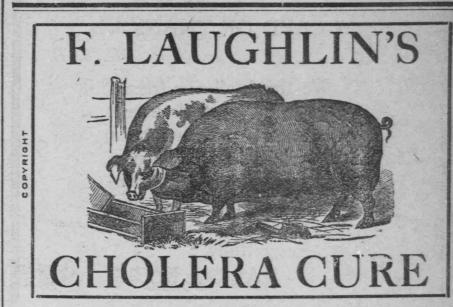
Butler, Pa., Jan. 4.-The 90th death from typhoid fever occurred Sunday and three new cases were reported by the ward committees. During the past week there was some falling off in the number and amount of relief subscriptions.

Brother of Senator Depew Dead. Detroit, Mich., Jan. 4.-Lawrence Depew, brother of United States Senator Chauncey M. Depew, of New York, and one of the most prominent citizens of Detroit, fell dead at the threshhold of his home Sunday.

War Regarded As Unavoidable. Tokio, Jan. 4.-War with Russia is regarded here as unavoidable and the press is urging the immediate opening of hostilities. All of the banks are withholding funds and it is believed this is the result of official instruc-

Telluride Under Martial Law. Denver, Col., Jan. 4.-Gov. Peabody Sunday night declared a modified form of martial law in Telluride and that city will be placed under the same restrictions as now prevails at Cripple

of menstruction." They are "LIFE SAVERS" to girls at womanhood, aiding development of organs and body. No known remedy for women equals them. Cannot do harm—life becomes a pleasure. \$1.00 PER BOX BY MAIL. Sold by druggists. DR. MOTT'S CHEMICAL CO.. Cleveland, Ohio.



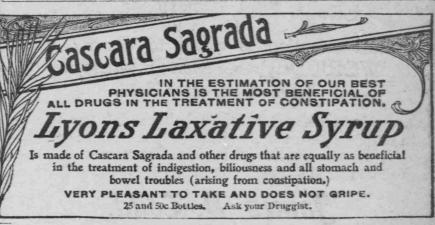
→FOR HOGS AND POULTRY. →

Farmers, you need no longer fear to raise and feed Hogs. W not only claim to cure Chelera, but we guarantee to prevent any sur disease from breaking out among your Hogs or Poultry, if our remains edy is used as directed. It is also fine for Brood Sows before farrowing, being a good blood medicine, which places them in a healthy condition. You cannot afford to be without this remedy if you expect to raise and feed Hogs, as you will more than make the price of the medicine in the extre gain in your hogs, and then you can rest assured they will have no disease. If they do we will refund the money. Write for testimonials.

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Railroad Time Card.

LOUISVILLE & NASHVILLE.

ARRIVAL OF TRAINS AT PARIS.

From Cincinnati-10:58 am; 5:33 pm; From Lexington-5:11 am; 7:45 pm

3:23 pm; 6:10 pm. From Richmond-5:05 am; 7:50 am

From Maysville-7:40 am; 3:15 pm.

DEPARTURE OF TRAINS FROM PARIS.

To Cincinnati-5:15 am: 7:55 am

3:30 pm.
To Lexington-7:50 am; 11:05 am;

5:40 pm; 9:49 p. m. To Richmond-11:10 am; 5:38 pm;

To Maysville-8:00 am; 6:20 pm.

F. B. CARR, Agt. FRANKFORT & CINCINNATI.

Arr.from Frankfort—8:30 am; 3:25pm. Lve. for Frankfort—9:30 am; 5:42 pm. All F. & C. trains arrive and depart

The Bluegrass Traction Co.

Cars due to leave Lexington at 7, 9 and 11 a, m. and at 1, 3, 5, 7 and 9 p. m.
Due to leave Paris at 8, and 10 a. m., 12, noon, and at 2, 4, 6, 8 and 10 p. m., except on Sunday when a car will leave Lexington every hour commencing at 6 a. m. and continuing up to and at 9 p. m. and leaving Paris every hour commencing at 7 a. m. and continuing up to and at

Io p. m.
Arrangements for freight, excursions special cars, trolley parties, etc., can be made at the office at 404 West Main St.,

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Car No. 14 carrying baggage, parcels, express and freight due to leave Lexington at 10 a. m. and 12 noon, and at 2

oud 4 p. m.
Due to leave Georgetown at 9 and 11 a. m. and at 1 and 3 p. m.

FREE RECLINING CHAIR CARS.

"The Henderson Route" - Always First
The traveling public will be pleased to learn of the latest innovation in the way of comfort in travel for its patrons which is now being offered by that most popular railroad, the "Henderson

Route," which road has been rightly termed the "Kentuckian's Official Route to the West and Southwest." It has just been announced from the general office of the Louisville, Henderson & St. Louis Railway that they now have in service on their night trains between Louisville and St. Louis, Free Reclining Chair Cars, which have just been received from the shops and are a revelation in the car builder's art.

The cars are strictly up-to-date, firstclass "palaces of travel" on wheels, and this is only one of the many surprises which are promised the public for the World's Fair travel by the Henderson

Among other advantages offered in these highly finished cars, a few of the most important points only are mentioned:

They are solidly vestibuled and are farnished with sixty-four reclining chairs, which are upholstered in beautiful green plush, in addition to smoking and toilet rooms, the smoking rooms being finished throughout in leather. They are also fitted up with triple trucks, which feature will do away with the jerk, jar and strin incident to travel in the ordinary railway coach, and insures a smooth, comfortable ride. This should prove more than a popular feature in train service to the traveling public, and you can only suggest that in traveling you "get the Henderson Route' habit."

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